WASHINGTON, D. C., TUESDAY EVENING, FEBRUARY 27, 1866.

HAILHOADS

HOLTH AND WIST.

POUR DAILY TRAINS. WINTER SCHEDULE.

TWO TRAINS ON SUNDAY, cotny Washington at 8.50 and 7.50 p. m. SLREPING CARS ON ALL RIGHT TRAINS. LOW PARE AND QUICK TIME.

NEW YORK LINES.

WALNUT STREET WHARP

A 15 m., via Cameira and Amboy.-C. and A accommodation.
Al 5 p. m., via Cameira and Abboy.-C. and A. Express.

Al 5 p. m.; via Kensington and Jersey City.-Washington and N. F. Rapress.

Al 6 p. m., via Kensington and Jersey City.-Evening Mail.

Al 11b p. m., via Kensington and Jersey City.-Evening Mail.

MILADELPHIA AND NEW YORK LINES.

NEW YORK AND PHILADELPHIA LINES

1865 WINTER ARRANGEMENT. 1865 PENNSYLVANIA CENTRAL RAILROAD.

TWELVE DAILY TRAINS.

On and after MORDAY, October 16, 1865, trains will leave the Union Passenger Depot, corner of Washington and Liberty streets, Pitteburgh, Pa.

Washington and Liberty arrects, ritisting A. s. is follows:
DAY EXPRESS, daily except Sunday, at 2.00 a.
m., stepping at Johnstown, Conemaugh, Galisten, Altona, and all principal etations, and making direct connections at Harrisburg for New
Kork, Baltimore, and Washington, and at Philadelphia for New York, Rosten, and intermediate

railronds.

FAST LINE, daily, except Sunday, at 9.30 p.

m, stopping only at Commangh, Galffram, Aitoons, funningdon, Lewistows, Midlis, Newport,
Maryevills. Harrishner, Middletows, Lancaster,
and Downingtows, making connection at Harrishers for New York, Ballimoreand Washing,
tops, and at Philadelphia for New York, Roston
and intermediate bublis. Sizening care row

With Mays in Schlows, viz; Fare, in, via Canden and Amboy—C, and Assummodation. 42 25 m. via Canden and Sersey City— w Jersey Assummodation. 2 25 m., via Canden and Jersey City—

ments of all the Executive Departments of the Government are Published in this Paper by Authority of THE PRESIDENT.

BALTIMORE AND OUTO RAILROAD. Washinston, Jan 5, 1866.
Trains between Washington and Salvi20018, and Washington and The West,
all not washington and The West,
all not not the follow, via:

FOR BALTIMORE,
Leave daily, except bonday, at 5.20, 7.20, and
31.10-a.m., and 2.30, 4.30, and 7.30 p. m.

BALLROADS.

Off and APTER NOVEMBER 20, 1865, trains will me as follows:
Leave Wash'n. Leave Balto.
Express Mail Leave Wash'n. Leave Balto.
Fast I fine. 5.20 a.m. 12.10 p.m.
Ritchurgh and Brit Mr. 1.40 p. m. 7.30 p. m.
Pittab'gh and Emitra Re. 7.30 p. m.
10.00 p. m. Leave daily, except Sunday, at d 30 a m, and FOR WAY STATIONS SOUTH OF ANNAPOAIS

Leave at 5. D and 7. D a m., and at 1. S and 4. S p. m. FOR AMERIPOLIS.

Leave at 5. D and 7. D a m., and 6. S p. m. Mo train is or from Annapolite on Sunday.

OK SUNDAY.

FOR SALTIMORE.

Leave at 7. D a.m. and 2. D m. m.

FOR ALL PARTS OF THE WEST.

Leave at 1. D. a.m. and 2. S p. m.

FOR ALL PARTS OF THE WEST.

Leave daily, except Sunday, at 7. S D a. m. and 7. D p. m.

50 p. m. On Sunday, at 7.50 p. m. only, consectin Relay Station with tentas from Saltimore : On Sunday, as an extended of the Malatiniors to Wineslang, Parkersburg, &c. Through tickens to the West can be had at the Washington Statue Texts Office at all hours in the day, as well as at the new Selfe, in the American Telegraph Building, Pennsylvania avenue, between Four and a shaft and Statue.

For New Kork, Philadesphia, and Soston, see advectionment of "Through Cine. V. P. SMITH, Master of Transportation.

Master of Transportation.

GRO. S. ROUE, Agent, GRO. S. ROUE, Washington.

THE CAMDES AND AMBOY AND PHILADEL PRIA AND TRENTON BAILROAD COMPA-MISS. LIMBS. NOTICE TO SOUTHERN TRAVELERS. FROM PHILADELPHIA TO NAW YORK AND WAY PLACES. HE OLD AND D'ARCT LINE ENTIRELY COM-

STATING ENTIRELY DISCONTINUED, THAN BY ANY OTHER ROUTE.

TWICE DAILY.
On and after MONDAY, September 23, the old and favorite increase with HINDOPON THE DEBUTCH ON THE SECTION OF THE

New York, Philadelphia, Baltimora, and Washingtony and accompanied by through baggage
mast.

Through tickets from R. Terk to Bichmond. 17 00

Philad's 18 00

Baltimore 10 00

Baltimore 10 00

Baltimore 10 10 00

Baltimore 10 700

Encour Class translating to 20

Can be procured to New York at No. 28 Broadway, and at Courtinate street forry. In Philadelphib, at the depot of the Philadelphia, Wilmington and Baltimore Baltimod Company Broad
and Prime streets. In Baltimore, at the Camden
Station of the Baltimore and Ohic Maltread Comppany. In Washington, at the Company Broad
and Prime streets. In Baltimore, at the Camden
Fashengers leaving Say vanta avenue and Sixth
street, and on board the Potentage steamhoutia.
Prassengers leaving New Sorks at and is a. m.

and 11.5 p.m. (NIUIT.) and Baltimore at 3.0,

4.35, and 6 p.m. 3.50 told 4.50 a. m., grive in
Washington at 0.9, 0.0, and 7.4 p.m., and
and has marple
Stock to convey passengers and baggage between depots in Hickmond.

Taussengers by this Line pass by daylight Mount
Vernon, and may have an opportunity of visiting
several battle-fields near Frederickaburg, by
stopping at that point.

Haggage will be checked from New York, Phildelphia, and Baltimore to Washington, where it
will be met by the baggage masters of this line.

Breakfast and aupper on board of steamers.

GEO. MATTINOLY, Superiatendent,
Washington, D. C.

Philaddelphia, and Baltimore RailerGab.

PHILADELPHIA, WILMINGTON, AND

Commencing MONDAY, December 18th, 1864, trains will leave depot, corner of Broad attrest and Washington avenue, as follows:
Express Train at 4.05 a.m., (Mondays excepted,) for Baitimore and Washington, stopping at Whinington, Perryville, Havre-de-Grae, Aberdeco, Perryman's, and Magnolis.

Way Mail Train at 5.15 a.m., (Bandays excepted,) for Baitimore, stopping at all regular stritions, connecting with Delaware railroad willinington for Milford, Salisbury, and interme-

Wilmington for Elifors, maineoury, an insermediate stations.

Express Train at 1.15 p. m., (Sundays excepted,) for Bultimore and Washington, stopping at Ghester, Whintington, Sikuon, Ferryville, and Havre-de-Grace.

Express for Bultimore and Washington, stopping at Wilmington, Howark, Bikton, Northank, Perryville, Havre-de-Grace, Ferryman's, and Hagnolis.

Perryville, Baltware and Magnolia. Hight Express at 11.15 p. m. for Saltimore and Washington, stopping at Chester, (only to take Baltimore and Wallong and Making Mortheast, Perryville, and the Christel Christelle, Mortheast, Perryville, and Transport for Fortress Monroe will take the Passengers for Fortress Monroe will take the Passengers for Forties at 15 a. m. trails at 15 a. m. trails at 15 a. m. trails at 15 at 1

ton—
Leave Philadelphia at 11.00 a. m., 4.00, 5.50
and 10.00 p. m. The 4.00 p. m. train connects
with Delaware Enlirond for Milford and inter-

mediate stations.
Leave Witnington at 7.16 and 9.30 s. m., 2.30
and 6.30 p. TRAINS PROM HALTIMORE—
THROUGH TRAINS FROM HALTIMORE—
Leave Wilmington at 12 m., 4.26, 5.35 and 2.64 CHESTER FOR PHILADELPHIA -- Leave Chester at 6, 15, 10, 14 a. m., 12 36, S. 13, 4.54, 7, 20

ter at 8, 1a, 10, 1c a. in., and 5, 60 p. in. graphay TRAINS.

Express Train at 4, 60 a. in. for Saltimore and Washington, stopping at Wilmington, Perrywille, Havra-de-Orace, Aberdeen, Perrywan's cr. Baitimore

with Havre-de-Orace, aberdeen, Perryman's and Magnolis.

Mich Express at 11. 16 p. m. for Baitimore and Washington, stopping at Chawter, for Baitimore and Washington, topping at Chawter, for Baitimore and Washington peessengers, ) Whinington, Hewself, Bikton Horace, Havre-de-Grase, Assommoduation Train at 10 p. m. for Wilmington Way Stations.

HALTIMORE FOR PHILADELPHIA.

HAVE-de-Grase, Perryville and Wilmington, Also stop at Philadelphia and leave passengers for Philadelphia and leave passenger trom Washington deave passengers from Maskington or Baitimore,) and Chester to leave passengers from Maskington or Washington of Philadelphia and leave passengers to leave passengers from Washington or Philadelphia and leave passengers.

Leave Wilmington for Philadelphia at 6, 80 P. BLOW BALTIMORE TO PHILADELPHIA.
THOSE BALTIMORE S.25 a. m., Way Mail; 1, 10
p. m., Express; 4, 25 p. m., Way Trato, 8, 35
p. m., Express; 9, 25 p. m., Express;
TRAINS POR BALTIMORE
Leave Chester at 8, 57 a. m., 1, 50 and 11, 50

p. 10.
Leave Wilmington at 5.18, 2.40 a. m., 2.20,
6 and 12, 20 p. m.
FREGHY TRAIN, with passanger car attailed, will leave Wilmington for Perryville
and intermediate stations at 7.55 p.
and intermediate stations at 7.55 p.
(and)

GREAT PENNSYLVANIA ROUTE TO

ORANGE AND ALEXANDRIA RAIL-MOAD.—TREGUEN by RAIL-FROM WASH. INOTON AND AMERANDRIA TO REGISSION D AND LYRCHEILES. On and AREP FRIDAY, September Y, 1886, the trains on this ross will rin as follows:

Care ran through from Baltimore to Prite-burgh, Eric or Ministen, without changes.

AFF-Pop The had a capacity information apply at the Office of Baltimore through Route, corresponding to the Capacity trails Route, corresponding to the Capacity trails affect, and Fourtheast affect, corner of Peansylvania avenue, apposite Willards Hotel, Wachington.

A BUILLAND, Resumper and Talking Machington.

Passunger and Talking Agent.

JHO, GHLLENT, Passunger Agent. mc50-41 West.

Tils route has the advantage over all others by baving a continuous rail from New York to Lyaschurg, 405 miles.

If also passe through Fairfax, Bull Run, Majmanan, Briefow, Calisti's, Haypahannost, Culpaper, Orange, and Gordonavilles, where many of the great baties of the late rebellion were fought.

Tickets can be prosured in Adams. Express Building, opposite the R and O. R. E. Denot, in 1864 ABBANGRMENTS 1864

fought.

Tickets can be procured in Adams' Express
Building, opposite the R and O. R. E. Depot, in
Washington; also, at the Depot, on Maryland Trains leave the corner of Pirst and C streets. Washington. W. H. McCAPPERTY. W. H. McCAFFERTY, General Esperintendent, J. M. BROADIS, General Passenger Agent.

WASHINGTON. BAILROAD.

The Washington, Alexandria and Georgetown Baltrond Company having restince possession and control of said road, with on and after MON-DAY, JANUARY 1688, 1806, run passenger trains between Washington and Alexandria

her were. WASHINGTON and ALEXARDHIA as follows:
THROUGH MAIL TRAIN SOUTH. VIA ORANGE AND ALEXARDHIA RAILEOAD—Leave Washington for Alexandria, and sill points South, at 6.45 a; ma; daily; (Stundays excepted,) from the South, at c.45 a; ma; daily; (Stundays excepted,) from the South of the Council of the Co

SUNDAY PASSENGER TRAINS. Leave Weinhal street wharf at 6 and 8 a. m., 2 m., and 2 p. m. Leave Keneington Depot at 11, 16 a. m., 2 M., 20 and 6, 65 p. m., and 12, 50 a. m. (night.) The 6, 65 p. m., time runs daily; (all others, undays accepted.) and Alexandria will be run at intoward at the notice;
LEAVE ALEXANDRIA at 9.45 a. m. and 4 p.
m., reaching Maryiand a senue depot at 10.15 a.
m, and 4.30 p. m.
LEAVE WASHINGTON at 1.30 and 5 p. m.,
reaching Alexandria at 2 and 5.30 p. m.
Extra the Treket Offices will be opened iwenty
minutes prior to the sparting of each train, and
passengers are respectfully requested to parchase
tickets before faking seats in the cars.

Leave foot of Barelay street at 6 a. m. and 2 a. m.
From foot of Cortland street at 7, 5, and 10 a. m., 12 m., 4 and 6 p. m., and 12 night.
The 6 p. m. line rune d. 17; (all others, Sua-laye excepted.)
W. H. GATEMER, Agent,
Philadelphia and New York Lines.
PRILADELPHIA. Dec. 29, 1863.

P. m. YREIGHT destined for WASHINGTON, and all points Borth and West, will be received at the local Freight Bepot, corner of Dake and Henry streets, Alexandria, from 7 a. m. antil 1 p. m., and 0 and 3 p. m.

Sep THROUGH TICKETS, via Orange and Alexandria Haliroad, to GORDOMWVILLE, LYNCHBURG, and all points farther flouth, can be obtained at the office of the Orange and Alexandria Haliroad Company, opposite the Battimore and Ohlo Raliroad Depot, and at the office of the Washington, Alexandria, and Georgetown Raliroad Company, corner of Ninh sireet and Maryland avenue, Washington, D. C.

COMMUTATION AND ROUND-TRIF ICKETS between WASHINGTON and ALEX. NDRIA can be obtained on application at the of the Company, on Maryland avenue, Wash-

office or the company, or and the communities apply at the office of the Company, or are of Ninth street and Maryland avenue, Washington, D. C. STEVENS,

General Superintendent,

2. Filling,

7. Filling,

WASHINGTON, D. C., Jan. 15, 1898. jan. 16. THROUGH LINE BETWEEN WASH

ing direct connections at flarituding for Acw York, Baitmore, and Washington, and at Philadelphia for New York, Boston, and intermediate points.

ALTOONA ACCOMMODATION, daily except Bunday, at 5.50 a.m., stopping at all regular stations between Pittsburgh and Altoona, and making class connection with trains on the Indiana Brauch, West Fennsylvania Bailroad, Beauchorg and Crescon Eathroad, and fulliday shorts Brauch. PITTSBURGH AND EBIS MAIL, daily except Sunday, at 7.40 a.m., stopping at Green and State of the State of YORK. WARRISHTON, October 29, 1865.
Trains between Washington and New York are
now run as follows, vis:
POR HEW YORK, without change of cars,
Leave daily (except Sunday) at 7.50 s. m., and
8.00 and 7.50 n. m.

At Harrisburg direct connections are made for New York, Baltimore, and Washington, and at Philadelphia for New York, Boston, and inter-mediate points. Siesping cars run through on this train from Pittsburg to Philadelphia and Baltimore, and to New York by the Allentown conta. Dattinore, and to could be counseling at Histories in lateraction with trains on the Indiana Branch and West Pennsylvania railronds.

risburg for New York, Bellimore and Washington, and at Philadelphs for New York, Boston and Intergasediase points. Biseping cars run through in this run to Philadelphia and to New York on the Aliestown routs. First Accommodation Train for Wall's Station leaves daily (except Sunday) at 5.50 a. m. Second Accommodation Train for Wall's Station leaves daily (except Sunday) at 5.50 p. m. Third Accommodation Train for Wall's Station leaves daily (except Sunday) at 3.55 p. m. Yourth Accommodation Train for Wall's Station leaves daily (except Sunday) at 3.55 p. m. Accommodation for Poun Sations, stopping at all stations between Philadelphia and Poun, at 10.53 p. m. Accommodation for Poun Sations, stopping at all stations between Philadelphia and Poun, at 10.50 p. m. and arrives in Philadelphia at 10.50 p. m., and arrives at Wall's Station at 2.50 p. m., and arrives at Wall's Station at 2.50 p. m., and arrives at Wall's Station at 2.50 p. m., and arrives at Wall's Station at 2.50 p. m. Returning Trains arrive in Pittaburgh as follows: avenue, Delween Four-americal advertisement for sebedule between Washington, Baltimore, Annapolie, and the West. W.P. SMITH, Master of Transportation. L. General Ticket Agent, GEO. S. KONTZ, Agent, Washington,

IN THE SUPREME COURT OF THE DISTRICT OF COLUMBIA, THIS 10TH DAY OF JANUARY, 1885. CHAMING H PERSONS, IN EQUITY, NO. 558.

American," which would provoke the rigible:

And the Queen of Love reprints.

Its em, since you're disposed the hands thing to do must not be at longerheads with you—
if Juviler, yor know, must have his say, reles thore? I be the very juice to pay; ou are his wite—you pump him—! 'I we no do all he all right; you lead—!' il follow suit

With hoops and fringe and point ince dressed the bill.

Her guidewich peopling from her levely walst, like waterfall got up in with and tarte, for hat a sky seempor from Demorat's waterfall got up in my Domoreut's hat a sky serapor from Domoreut's brancist's full of dimens on her wrists, fragile corpus in a Fronch manifler; handkerchief pediamerical with ranifler;

wer:

"Rapidocalis" what a pieus man you be:

"Rapidocalis" what a pieus man destitute,—

I will not arguly with such a brate.—

But if the gods are worth a cingle nickie,

I hope they it give you as eleman pickle!

And my indignant gious, when a ya deed.

Shall ride your soneciance like a pig of lead!

THE PRESIDENT'S POLICY.

Conversation Between Mr. Johnson and Governor Cox, of Ohio.

At a meeting of the Union Representatives of Ohio, held last evening, the following im-

portant letter from Governer Cox, of thag State, was read:

Warnievos, Monnay, Feb. 26, 1866.

Gen. George B. Wright, Chairman, Ohio Union Control Committee, Oblembus, Ohio:

My Dain Sin: On Saturday lest I had the honor of an interview with the President, which I regarded as of sufficient interest and importance to make it proper that I should reduce to writing my remembrance of his statements while they were fresh in my memory, since he seemed to me, in a perfectly free and unpremediated conversation, to exhibit, with peculiar clearness the processes of his own mind in reaching some of his own opinions, and to express them with mod manifest cander and entire freedom from reserved feeling, that I could not but think that, if he would consent to it, good might be done by making his statements public. Accordingly I again waited upon him this movening to make known what I had done, to ask his vorification of the truth of my report, and his donesnt to make the same known to the country.

Although he was entirely unawars of my purpose to reduce his remarks to writing, and in yearly had no such intention when I first called upon him, he meat frankly gave his conseat, and assented te the accuracy of my report, which is as follows:

He said he had no thoughts which he was not willing to arow. That his policy had simply aimed at the earliest possible restoration of peace on the basis of loyalty. No congressional policy had ever been adopted, and therefore whes he entered upon the duties of his office he was obliged to adopt one of his own. He had in some sense inherited that of Mr. Lincoln, with which he thought he agreed; and that was substantially the one which he had corried out. Congress had no just ground of complaint that he had done so, for they had not seen fit to declare their views or adopt any measures embodying what could be sulled a solice of restoration here. Soft HEW YORK, without change of cars,
Leave daily (except Sunday) at 11.15 a.m., and
4.50 and 7.50 p.m.
Leave daily (except Sunday) at 11.15 a.m., and
4.50 p.m.
FOR NEW YORK, changing cars at Philadelphia,
Leave daily (except Sunday) at 11.15 a.m., and
4.50 p.m.
FOR PHILADELPHIA,
Leave daily (except Sunday) at 7.30 and 11.15
a.m., and 4.53 and 7.30 p.m.
ON SUNDAY.
Leave for New York at 7.30 p.m. only,
Leave for Philadelphia at 7.30 p.m. only,
Leave for Philadelphia at 7.30 p.m. only,
Leave for Philadelphia, T.30 p.m. only,
Leave for Philadelphia,
Tarough lickets to Philadelphia,
Tarough lickets to Philadelphia,
Terough lickets to P

One central idea had controlled him in the whole matter, and this was that the proper system of pacification should be one which tended everywhere to etimulate the loyality of the people of the South themselves, and make it the spring of loyal conduct and proper legislation, rasher than to impose upon them inwa and conditions by direct external furce.

furce.
Thus, in the case of the Freedmen's

drive them to desperation, and make their hatred of the Government involvente. The same principle of stimulating loyalty was shown in the manner in which he had martial law over them. Whenever they should show so peaceful and law abiding a condition of their community that martial law was not needed, it should be removed. Their own conduct would thus determine the matter, and the desire and interest of all the best people be increased to put down disturbances and outbreaks, to protect Union men and obey the laws, because by so doing they would hasten the withdrawal of the direct interference of the milliary arm in their

they would hasten the withdrawal of the direct interference of the military arm in their safairs.

In precisely the same way, and under the influence of the same idea, he had acted in regard to civil affairs generally in that section. Regarding it as necessary and proper to impose upon the rebellious finites conditions which should guarantee the safety of the country, and regarding the then existing officers of local governments as having disqualified themselves by their treason for continuance in power, he deposed them and established provisional governments. Then he saked himself what conditions ought to be demanded of them, and how their disposition to accept them in good faith might be stimulated. The conditions, vis: the amendment of State Constitutions, excluding alavery, the acceptance of the same amendment of the United States Constitution, the repudiation of the rebeil debt; and the admission of the Treedmen to various rights, Acceptagely is familiar with.

To stimulate them to accept these conditions, (being such as, using his best judgment, and in the absence of any congressional plan, he thought the mearest right of any he could frame.) he orgaged that on their adventue are the security acts could do so, would refer as Rescutive acts could

store them to their position in the Union of States.

They had so far accepted his conditions that he did not regard the experiment a failure, but a success. He had accordingly several tracks and removed restrictions thereon through the Treasury Department, and in like unamer in all the executive department recognized them as States in the Union, only keeping enough of a military hold to protest the freedmen, as he had before stated, and to induce them to do something more thorough in thist direction.

do semething more thorough in thist direction.

Now, but one thing remained in which those States did not exercise the full rights of States, and that is representation in Gongress. In this he had advised that the same principle of attnulating loyalty be applied as in the other respects which he had named. He would admit only such Bepresentatives as are in fact loyal men, giving astisfactory evidence of this. Whenever a State or district sent a loyal man, properly elected and qualified, he would think it right to admit him, the same as from any other State, and he would admit some but auch loyal men, so that other States or districts might be thus induced to elect and send similar men. When they had all done this, their representation

to question the fundamental right of representation.

I then remarked to him that I had heard it suggested that legislation could properly be made by Congress, purely civil in the character, providing for the protection of the freedmen by the United States courts of inferior jurisdiction. In all cases where the States did not do so themselves. He replied that such an idea would run caretly parallel to his plan, but he had not thought it yet time to fix his own ideas of the precise mode of accomplishing this end, because we had a margin of time, lasting till after the next session of Congress, furing which the present Freedmen's Bureau could continue in operation; and if, before that time, the southern States should recognize the necessity of passing proper laws themselves, and providing a proper system of protection for the freedmen, nothing further on our part would be necessary. If they did not do what they ought, there would then be time

that. If disloyal men and rebels everywhere, North and South, should cordially give in their adherence to the conditions of restoration he had unitormly insisted upon, he thought that was precisely the kind of pacification loyal men everywhere would rejoice in. The more they were committed to such a course, the better he would like it; for if they were not sincers, they would at least diminish their power of dangerous opposition in future.

The inhabitants of those parts of the country which have waged war against the Union are public enemies, and are, therefore, not Territories are allowed to send to the House of Representatives Delegates who are per

mitted to debute, but not to vote.

severment, and of participating in our national afairs through the agency of their Senators and Representatives. But now they have look that right, and can never resume or receive it accept, by the consent and with the solemn sanction of the people of the United States, acting through the Executive and Legislative Departments. The righte and liabilities of a citizen, who, by making war in violation of the Constitution and laws, has become an enemy to his country, are widely different from the privileges and immunities of a loyal resident in a Territory. The traitor has shandoned a right be once lied: the loyal subject has never acquired that right. A State at war with the country is, in obligations of allegiance, on a level with a Territory, both are alike subject to the laws of Congress, and the inhabitants of States at war and of Territories in peace are equally subjected to one legal disability, in asmuch as meither can lawfully take any step towards the formation of State governments, neither an even call a convention to frame a constitution nor choose an officer under its without the consent of the United State six has the consent of the United State without the consent of the United States. tional affairs through the agency of their asmuch as asther can lawfully take any step towards the formation of State governments, neither ean even call a convention to frame a constitution nor choose an officer under it, without the consent of the United States If the people of a State in rebellion should undertake, against the orders of the military commander of the department, to hold a popular convention, they would thereby be guilty of committing an act of hestility against the country, and would render themselves liable to arrest or capture as unquestionship as though they should oppose the forces under his command with arms in their hands; for such an act would be, on their part, a continuation of the war. Whenever the Commander-in-Chief is ready to allow initiatory steps to be taken towards the restoration of eivil government in a hostile district, he directs the military commander, or military Governer, of that district to issue orders for that purpose; but so long as military forces shall be necessarily symployed by the Prasident in a rehelitions State for the purpose of holding it in subjection to the laws and to repress hostilities, that State, or the inhabitants thereof, must continue to be public exemises to the Union, and while in that goodtlien neither can lawfully claim to exercise the State right of local self-government of the national right to participate in the general Government by sending Senstore or Representatives to Congress.

When the inhabitants of any district shall be invited by the President, as Commander-in-Chief of the army, to frame a constitution and to form a State government, if the proceedings shall be approved by him, he has the right, so far as his military and executive authority extends, to recognize this new organization as the legitimate government of the State; or he may reflace so to recognize this new organization as the legitimate government of the State; or he may reflace so to recognize this respective towards as a season to the time.

that such an idea would run exactly parallel to his plan, but he had not thought it yes to the plan, but he had not thought it yes to the plan, but he had not thought it yes to the plan, but he had not thought it yes to the plan, but he had not thought it yes to the plan, but he had not thought it yes to the plan, but he had not thought it yes to the plan, but he had not thought it yes to the plan, but he had not thought it yes to the plan, but he had not thought it yes to the plan, but he had not thought it yes to the plan, but he had not thought it yes to the plan, but he had not thought it yes to the plan, but he had not thought it yes to the plan, but he had not thought it yes to the plan, but he had not thought it yes to the plan, but he had not thought it yes to the plan, but he had not thought it yes to the plan to the plan the plan to the plan the plan to the plan the plan the plan to the plan the pl

If disloyal men and rebels everywhere, North and South, should cordially give in their adherence to the conditions of restoration to the second distinction of the people of the conditions of restoration in the local unitornly insisted upon, he is thought that was precisely the kind of paid of the people of the United States as recorded in. The more they were conditioned to sent the second diminish their power of dangerous opposition in the United States as recorded in the obstitution, and as declared in the constitution, and as declared in the constitution in the United States as recorded in the Constitution, and as declared in the Constitution in the United States as recorded in the Constitution, and as declared in the Constitution in the United States as recorded in the Constitution between the General Government and the respective testale having the section of the propis of the United States having the war, and he carnedly desired to maintain the respective States having the war, and he collected to maintain the proposition of the Precident, as the proposition of the Precident as the constitution between the General Government and the respective States having the control of the propis of the United States as recorded the country through the war and to constitution, and the precision of the propis of the United States having the war and to constitution, and as the constitution of the precision of the propis of the United States as recorded to the Government and the respective of the country of the propis of the United States having the country of the propis of the United States having the country of the propis of the United States having the country of the propis of the United States having the count

## THE NATIONAL PROPERTY

THE DAILY MATIONAL REPUBLICAN IS

Ship is of ease.

Single copies, it could be a facility in the copies, it could be a facility in the copies on the copy of the copies one year, \$3.00; Ten copies one year, \$3.00; Ten copies one year, \$3.00;

LAWS OF THE UNITED STATES. Passed at the First Session of the Thirty-Ninth Congress.

Thirty-Ninth Congress.

[PUBLIC RESOLUTION AND 6.]

A RESOLUTION directing the distribution of the writings of James Madison.

Resolution directing the distribution of the writings of James Madison.

Resoluted by the Senate and House of Representatives of the United States of America in Congress excessibled, That the Joint Committee on the Library be and they are hereby differend to distribute, by mail or otherwise, the five hundred copies of the writings of James Madison, published by authority of Congress under direction of said committee, in the manner following, to wit: To the President of the United States, one copy; to the libraries of the different departments, of the Postmaster General and Atterney General, one copy; to the library of Congress, ten copies; to the libraries of the several States and Territories of the Union, one copy sach; copies; to the libraries of the several states and Territories of the Union, one copy seeds; to such public and college libraries as may be designated by the present Joint Committee on the Library, one hundred copiest the residue to be retained in the Department of the Interior for future distribution.

Approved, February 7, 1866.

the Interior for future distribution.

Approved, February T. 1866.

[Puntic Resolving—No. 7.]

A Rusolvinos extending the time for the completion of the Burlington and Missouri River Railread.

Resolved by the Senste and Hause of Representatives of the United States of America in Congress assembled, That in case the Burlington and Missouri River Railroad Company shall complete the section of twenty miles from the present terminus of its road by the first day of December, anno Domist eighteen hundred and exty-six, and the certificate of the governor shall be filed with the Secretary of the Interior of such completion, then the said company shall be contilled to its lands, due by reason of the completion of said section of twenty miles, as provided in section eight of the act entitled "An act to amend an act smittled an act making a grant of land to the State of lows, in alternate sections, to laid in the construction of certain railroads in said state," and its rights shall be in all respects the same as if the same section should have been completed on the first day of July next. Approved, February 10, 1866.

been completed on the first day of July next. Approvest, February 10, 1866.

[Public Resolution—No. 8]
A Resolution tendering the thanks of Congress to Vice Admiral David G. Farragut, and to the officers, petty, officers, seamen, and marines under his command, for their gallantry and good conduct in the action in Mobile Bay, on the fifth August, 1864. Besolved by the Sounte and Home of Representatives of the United States of America in Congress assembled, That the thatks of Ungress are eminently due and are bereby tendered to Vice Admiral David G. Farragut, of the United States navy, and he the officers, petty officers, seamen, and marines under his command, for the unurpassed gallantry and skill exhibited by them in the engagement in Mobile Bay, on the fifth day of August, eighteen hundred and sixty-four, and for their long and faithful services and unwavering devotion to the cause of the country in the midds of the greatest difficulties and dangers.

Sec. 2. And be it further resolved, That the President of the United States is requested to communicate this resolved. The

quested to communicate this resolution to Vice Admiral Farragut, and that the Secretary of the Navy be requested to communi-cate the same to the officers, seamen, and marines of the navy by general order of his